

REPORT

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1. At 0400 on 28 March 1954, a pilot boarded ship on 6614's radio and immediately made her put into harbor, where she was berthed alongside the northern pier of the President's Basin. A party of 23 persons including a broker who spoke fluent German, three customs officers and 19 soldiers wearing grayish-green uniforms with green-ribboned round caps and green pentagonal collar patches came aboard. Six of the soldiers carried submachine guns with drum magazines, the remainder pistols. Two soldiers were posted at the chart house and the radio shack, and another two or three in the engine room, while the others were distributed all over the ship. The searching operation was rather strict. All cameras were to be sealed and all foreign currency had to be entered in a list and given up. It was pointed out that no foreign money could be taken ashore and that the Polish money, which had been issued, could not be taken abroad. The official rate of exchange for money issued was one Zloty for one US dollar. New suits and other personal outfit had also to be turned in. The radio telephony equipment and the binoculars, except for privately owned ones, remained unsealed. Only the shipmaster could go ashore as all crewmembers were German citizens. Ship's provisions, stores and paints in any quantities were on sale at the government shipchandlers (United Nations). The prices in US dollars were exactly the same as in all other countries.

25X1

2. [] ship took on sugar in paper bags on which Czechoslovakia was indicated as country of origin. A total of 750 tons was shipped from a new shed in 26 hours of uninterrupted work. Two railroad tracks along the quay and some cranes were also seen. The cranes were of the level-lifting variety with a lifting capacity of five tons and a reach of about 10 meters. One sling could heave fifteen 100-kilogram bags simultaneously.

25X1

3. At 0900 on 29 March, [] left the new harbor basin and put to sea. An entirely enclosed conning tower with portholes forward and at the sides was noted. A wreath-shaped antenna and a clearly visible breathing tube (snorkel) were on the conning tower. The antennas were spread from the conning tower to the stem and the stern. Nobody was seen on the deck. []

25X1

The submarine left port through the main entrance at a speed of 7 knots. No exhaust gas or smoke was observed. Two destroyers, the larger one with one smokestack and the smaller one with two stacks, were seen in the new naval basin when the ship left port.

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- 2 -

25X1

4. Three sentries were posted at [] ship. They wore green cap bands, carried either a submachine gun or a rifle and were relieved every four hours. An apparently new steamer flying the Polish flag was also guarded by a sentry, who examined every person leaving the ship or going aboard. About ten minutes before the loading operations were completed, a ten-man searching party went aboard and climbed through the hatches although the holds were filled up to the hatch coamings. The persons aboard were rather superficially checked in the course of the clearing out operations. The pilot did not come aboard before the searching party had left the ship, which put to sea at 5 p.m. on 29 March 1954.

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